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POLISH RAILROADS AND EQUIPMENT
BEFORE AND AFTER WORLD WAR II

The following information on the prewar status of railroads was taken from Sotsialisticheskii Transport, January 1938.

As of January 1938, Poland had a railroad network of 21,700 kilometers, including standard- and narrow-gauge state lines and lines of local importance. This equaled 5.6 kilometers of railroad lines per 100 square kilometers of territory and 6.4 kilometers per 10,000 inhabitants. The density of the network was very uneven: fairly high in former German Poland (Slask, Poznan Wojewodz- two, and Pomorze), somewhat lower in former Austrian Galicia, and extremely low in the former "Polish Kingdom" (Tsarstvo Pol'skoye). Double- and multiple-tracked lines comprised less than 30 percent of the total length of the standard-gauge state railroads and were completely absent on narrow-gauge and local railroads.

The following figures on the length of the network and on the rolling stock of standard-gauge state railroads (as well as figures given in the following tables) were taken from the statistical yearbooks Rocznik Statystyki Rzeczypospolitej Polskiej, 1920 - 1930, and Petit Annuaire Statistique de la Pologne, 1931 - 1936:

Rolling Stock

Year	Length (km)	Locomotives	Pass Cars	Frt Cars
1919	7,177	1,935	4,193	39,751
1924	16,688	5,079	11,661	126,469
1929	17,239	5,269	11,913	150,929
1932	17,634	5,343	12,300	155,898
1933	17,760	5,348	12,300	155,942
1934	17,835	5,287	12,200	159,991
1935	17,895	5,286	12,100	160,114
1936	18,122	5,400	12,200	155,000

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In addition to steam locomotives, in 1935 the Polish State Railroads had 71 rail motor cars.

The length of the narrow-gauge state railroad lines at the end of 1935 was 2,190 kilometers (reduced from 2,724 kilometers in 1923). The narrow-gauge lines had a rolling stock of 330 locomotives, 350 passenger cars, and 7,430 freight cars. The length of local railroad lines, suburban and industrial, at the end of 1935 was 1,360 kilometers. Their rolling stock consisted of 100 steam locomotives, 560 passenger cars, including 300 electric rail motor cars and cars for motor car trains, and 3,050 freight cars.

The technical condition of the track and rolling stock was extremely low. Ninety-five percent of the trunk lines were laid with rails weighing less than 42.5 kilograms per linear meter. More than 40 percent of the rails were more than 25 years old. Most of locomotives were outmoded types of low-power steam locomotives more than 20 years old, and 94 percent of the freight cars were boxcars, flatcars, and gondolas with an average capacity of 17.6 tons.

The following table gives traffic data on the standard-gauge state railroads:

Year	Freight and Baggage		Passengers	
	Millions of Tons	Millions of Ton-Km	Millions of Pass	Millions of Pass-Km
1919	11.9	2,263	61	4,256
1924	60.1	10,025	177	6,897
1929	86.2	23,548	167	7,073
1932	48.9	14,950	114	4,695
1933	48.8	15,565	138*	4,754*
1934	54.9	17,930	146*	5,275*
1935	56.2	17,502	144*	5,530*
1936	57.9	--	--	--

* Figures are not fully comparable with data for the preceding years because of a change in the system of enumeration.

In 1935, 2,300,000 tons of freight (42 million ton-kilometers) and one million passengers (24,200,000 passenger-kilometers) were carried on the narrow-gauge state railroads. Local railroads carried 1,100,000 tons of freight and 49,400,000 passengers.

The number of employees for the state railroads dropped from 214,000 in 1928 to 153,000 in 1932; this number rose to 174,000 in 1936.

The composition of the freight turnover of the Polish State Railroads is shown by the following table:

	1929		1932		1935	
	1,000 Tons	% of Total	1,000 Tons	% of Total	1,000 Tons	% of Total
Total slow freight in internal and international traffic, excluding transit traffic	68,107	100.0	37,500	100.0	42,444	100.0
Including:						
Coal, coke	30,866	45.3	19,313	51.4	18,951	44.5
Forest products	8,074	11.9	3,975	10.1	4,882	11.5
Ferrous metals, products	3,234	4.7	1,154	3.1	2,004	4.7

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	<u>1929</u>		<u>1932</u>		<u>1935</u>	
	<u>1,000 Tons</u>	<u>% of Total</u>	<u>1,000 Tons</u>	<u>% of Total</u>	<u>1,000 Tons</u>	<u>% of Total</u>
Miscellaneous stone	2,272	3.3	746	2.0	2,565	6.0
Grain products, potatoes, vegetables	2,372	3.5	1,731	4.6	2,075	4.8
Sugar beets	2,853	4.2	1,295	3.3	1,311	3.1
Silicates	1,628	2.4	553	1.5	929	2.2
Petroleum products	1,118	1.6	895	2.4	809	1.9
Miscellaneous minerals	1,481	2.2	359	0.9	803	1.9
Cement, lime	842	1.2	344	0.9	729	1.7
Chemical fertilizer	1,491	2.2	522	1.4	707	1.7
Sugar, salt, chemicals	1,746	2.6	914	2.4	957	2.3
Total transit freight	5,739	100.0	3,264	100.0	4,880	100.0
Including:						
Coal, coke	2,608	45.4	1,555	47.6	1,767	26.2
Forest products	595	10.5	301	9.2	447	9.2
Ferrous metals, products	214	3.7	118	3.6	306	6.3
Miscellaneous stone	322	5.6	148	4.5	459	9.4
Grain products, potatoes, and vegetables	134	2.3	95	2.9	30	0.6
Miscellaneous minerals	299	5.2	133	4.1	328	6.7
Chemical fertilizers	254	4.4	153	4.7	471	9.5

NOTE: The greater part (3,909,000 tons out of 4,880,000 tons in 1935) of the transit freight was German, mainly between East Prussia and the rest of Germany through the "Polish Corridor."

With 4,949 kilometers of navigable inland waterways, including 2,763 kilometers on the Wisla River and tributaries, and 185 kilometers of canals, the total freight turnover on waterways did not exceed 0.5 million tons per year.

The following information on the postwar status of railroads was taken from Zhelezhodorozhnyy Transport, January 1948.

The four railroad car building plants which Poland had before the war, at Ostrowiec, Sanok, Krakow, and Poznan, were 70 - 90 percent destroyed during the war.

Average monthly carloadings in 1946 amounted to about 308,000 cars, while in December 1945 only 182,218 cars were loaded. In December 1945 more than a million passengers were carried, and in 1946 an average of about 2 million passengers a month were carried.

As a result of reconstruction, the total length of the railroad lines as of 1 January 1946 was 22,900 kilometers, as against 20,100 kilometers before the war. The rolling stock comprised 3,200 locomotives, 3,500 passenger cars, and 49,900 freight cars. The length of the railroad lines in the western lands seized by the Germans and returned with the aid of the USSR totaled 8,400 kilometers.

Production of steam locomotives in 1946 was 157 units, as compared with 28 units in 1938. Production of freight cars was 7,074 units, as compared with the 1938 output of 560 units.

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In 1938 the railroads carried 78,400,000 tons of freight and 227 million passengers; this equalled six trips and 2.25 tons of freight per capita.

Freight traffic in 1946 amounted to 24,718 million ton-kilometers, and 226,400,000 passengers were carried.

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